



NAVY TRAINING SYSTEM PLAN

FOR THE

AVIATION DATA MANAGEMENT

AND CONTROL SYSTEM

N78-NTSP-A-50-0009A/D

JULY 2003

AVIATION DATA MANAGEMENT AND CONTROL SYSTEM**EXECUTIVE SUMMARY**

This Navy Training System Plan has been developed to identify the manpower and training requirements associated with the Aviation Data Management And Control System (ADMACS) program. The ADMACS program is an umbrella under which several automated systems will be developed and implemented. The ADMACS program development and implementation is divided into blocks. Each block is being managed, funded, developed, and tested separately.

The ADMACS is a real-time, redundant, configuration managed, tactical Local Area Network. Through the ADMACS, the Integrated Shipboard Information System (ISIS) provides an electronic data processing and display system. The ADMACS and ISIS are in the Production and Deployment Phase of the Defense Acquisition System. Initial Operating Capability was achieved in April 2001.

The ADMACS and ISIS are operated by Navy personnel in the Air Traffic Controller (AC) rating with Navy Enlisted Classification (NEC) 6902 and 6903 and other data entry personnel within the Air Department.

The ADMACS and ISIS hardware is maintained by Electronic Technicians with NEC 1678. The ADMACS and ISIS software is maintained by Information System Technicians with NEC 2735.

All formal initial training requirements have been completed. Follow-on operator training for AC personnel is established at the Naval Air Technical Training Center Pensacola, Florida. Operator training for other Air Department personnel will be accomplished through On-the-Job Training (OJT). Follow-on maintenance training will be provided in the form of OJT that addresses unique ADMACS and ISIS equipment and software.

No additional operator personnel will be required to support ADMACS. Operator requirements for ADMACS and ISIS are satisfied by personnel currently assigned operator (watch station) responsibilities for other existing systems. Maintainer requirements will be satisfied by existing ships' personnel.

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AVIATION DATA MANAGEMENT AND CONTROL SYSTEM**LIST OF ACRONYMS**

AC	Air Traffic Controller
ADMACS	Aviation Data Management And Control System
AIR OPS	Air Operations
ALRE	Aircraft Launch and Recovery Equipment
ARB	Aircraft Recovery Bulletin
ARC	Advanced Recovery Control
ATM	Asynchronous Transfer Mode
AWIMS	Aviation Weapons Information Management System
BIT	Built-In Test
CATCC	Carrier Air Traffic Control Center
CCA	Carrier Controlled Approach
CNATT	Center for Naval Aviation Technical Training
CNO	Chief of Naval Operations
COMLANTFLT	Commander, Atlantic Fleet
COMNAVAIRLANT	Commander, Naval Air Force Atlantic
COMNAVAIRPAC	Commander, Naval Air Force Pacific
COMPACFLT	Commander, Pacific Fleet
COTS	Commercial Off-The-Shelf
CV	Aircraft Carrier
CVN	Aircraft Carrier, Nuclear
ET	Electronics Technician
FCTCLANT	Fleet Combat Training Center, Atlantic
FDC	Flight Deck Control
FISC	Fleet Industrial Supply Center
FMS	Foreign Military Sales
FY	Fiscal Year
GOTS	Government Off-The-Shelf
IFLOLS	Improved Fresnel Lens Optical Landing System
ILSP	Integrated Logistics Support Plan
ISIS	Integrated Shipboard Information System
IT	Information Systems Technician
LAN	Local Area Network
LHA	Helicopter Amphibious Assault Landing Ship

AVIATION DATA MANAGEMENT AND CONTROL SYSTEM**LIST OF ACRONYMS**

LHD	Multipurpose Amphibious Assault Ship
LSO	Landing Signal Officer
MAPA-C	Magazine Arrangement Planning Aid-Computerized
MPT	Manpower, Personnel, and Training
MRC	Maintenance Requirements Card
MSD	Material Support Date
MWS	Moriah Wind System
NA	Not Applicable
NATTC	Naval Air Technical Training Center
NAVAIR	Naval Air Systems Command
NAVEDTRA	Naval Education and Training
NAVPERSCOM	Naval Personnel Command
NAVSSI	Navigation Sensor System Integration
NDI	Non-Developmental Item
NEC	Navy Enlisted Classification
NETC	Naval Education and Training Command
NTSP	Navy Training System Plan
OJT	On-the-Job Training
OPEVAL	Operational Evaluation
OPNAV	Office of the Chief of Naval Operations
OPO	OPNAV Principal Official
ORD	Operational Requirements Document
PDA	Principal Development Agency
PMA	Program Manager, Air
PQS	Personnel Qualification Standards
PRI FLY	Primary Flight Control
PSICP	Primary Support Inventory Control Point
RFOU	Ready For Operational Use
TAC	Tactical Advanced Computer
TBD	To Be Determined
TD	Training Device
TSA	Training Support Agency
TECHEVAL	Technical Evaluation

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LIST OF ACRONYMS

TTE	Technical Training Equipment
UPS	Uninterruptible Power Supply
VISUAL	Virtual Imaging System For Approach and Landing

AVIATION DATA MANAGEMENT AND CONTROL SYSTEM

PREFACE

This Draft Navy Training System Plan (NTSP) for the Aviation Data Management And Control System (ADMACS) updates the Approved NTSP for ADMACS, N78-NTSP-A-50-0009/A, dated March 2002. It has been developed to comply with guidelines set forth in the Navy Training Requirements Documentation Manual, Office of the Chief of Naval Operations (OPNAV) Publication P-751-1-9-97.

Major changes included in this iteration consist of:

- Incorporation of updated schedules for the ADMACS.
- Incorporation of latest program documentation.

PART I - TECHNICAL PROGRAM DATA**A. NOMENCLATURE-TITLE-PROGRAM**

1. Nomenclature-Title-Acronym. Aviation Data Management And Control System (ADMACS).

2. Program Element. 0603512N

B. SECURITY CLASSIFICATION

- 1. System Characteristics** Unclassified
- 2. Capabilities** Unclassified
- 3. Functions**..... Unclassified

C. MANPOWER, PERSONNEL, AND TRAINING PRINCIPALS

OPNAV Principal Official (OPO) Program Sponsor CNO (N78)

OPO Resource Sponsor..... CNO (N78)

Functional Mission Sponsor CNO (N78)

Developing Agency NAVAIR (PM251)

Training Agency COMLANTFLT
COMPACFLT
CNATT (FID N5)

Training Support Agency..... NAVAIR (PMA205)

Manpower and Personnel Mission Sponsor..... CNO (N12)
NAVPERSCOM (PERS-4, PERS-404)

Director of Naval Education and Training CNO (N00T)

D. SYSTEM DESCRIPTION

1. Operational Uses. The ADMACS program is an umbrella under which several automated systems are being developed and implemented. ADMACS is the heart of the program, providing a real-time, redundant, configuration managed, tactical Local Area Network (LAN). The ADMACS will be used by Aircraft Launch and Recovery Equipment (ALRE) work centers and other work centers supporting air and flight operations on Aircraft Carriers (CV),

Aircraft Carriers, Nuclear (CVN), Helicopter Amphibious Assault Landing Ships (LHA), and Multipurpose Amphibious Assault Ships (LHD).

The ADMACS program development and implementation is divided into blocks. Each block will be managed, funded, developed, and tested separately and will be comprised of systems that contribute to the overall ADMACS program development objectives and address specific user requirements. Three blocks have been identified to date; however, additional blocks will be added in the future. Block 0 includes hardware and software that establish the infrastructure of the ADMACS. The subsequent blocks will link ADMACS, via software, to a wide range of existing and new systems in order to provide air and flight operations planners the capability to analyze, display, and distribute data in one integrated package.

Block 0 consists of ADMACS and the Integrated Shipboard Information System (ISIS). The ADMACS is a tactical LAN that uses an open system architecture to manage the data flow within and among work centers. Additionally, the ADMACS is the data source for information to be exchanged with other command, control, communication, computer, and intelligence systems. Through the ADMACS, the ISIS provides an electronic data processing and display system that improves the timeliness and accuracy of air operations information provided to decision-makers during shipboard flight operations. Production and deployment of ADMACS and ISIS aboard CV and CVN ships has been funded. Funding for ADMACS aboard other type ships will be made available at a future date that is yet undetermined.

Block 1 will consist of linking data to the ADMACS from the Virtual Imaging System For Approach and Landing (VISUAL) System, Moriah Wind System (MWS), Improved Fresnel Lens Optical Landing System (IFLOLS), Navigation Sensor System Integration (NAVSSI), Aircraft Recovery Bulletins (ARB), and AN/SPN-46 Radar.

Block 2 will consist of linking data to the ADMACS from the Advanced Recovery Control (ARC) System, Electronic Aircraft Tracking System, and the Aviation Weapons Information Management System (AWIMS), including the Magazine Arrangement Planning Aid-Computerized (MAPA-C).

2. Foreign Military Sales. No Foreign Military Sales (FMS) or other service procurements are planned for any component of the ADMACS.

E. DEVELOPMENTAL TEST AND OPERATIONAL TEST

1. Technical Evaluation. The Advanced Development Model evaluation for ISIS, the core LAN component of ADMACS, was completed onboard the USS George Washington (CVN 73) during the ship's deployments in Fiscal Year (FY) 95 and FY97. Technical Evaluation (TECHEVAL) for ADMACS and ISIS was successfully completed at NAVAIR Lakehurst, New Jersey, in April 1998 and aboard the USS Theodore Roosevelt (CVN 71) in October 1998.

2. Operational Evaluation. Operational Evaluation (OPEVAL) was successfully completed aboard the USS Theodore Roosevelt (CVN 71) in November 1998.

F. AIRCRAFT AND/OR EQUIPMENT/SYSTEM/SUBSYSTEM REPLACED. ADMACS is a new system and does not replace any existing system. ISIS replaces the Plexiglas status boards used in Air Operations (AIR OPS), Carrier Controlled Approach (CCA), Primary Flight Control (PRI FLY), and Flight Deck Control (FDC) with monitors and large screen displays.

G. DESCRIPTION OF NEW DEVELOPMENT

1. Functional Description. ADMACS allows the incorporation of the functionality of many ALRE and AIR OPS components into a single software and hardware baseline. The ADMACS is a real-time, redundant, survivable LAN supporting its components through one-way and two-way secure transfer of critical flight operations data. The ADMACS is a mission critical system that is required to act as a stand-alone, autonomous LAN with the ALRE and AIR OPS supporting work centers when failures and/or battle damage prevent communications with or through external interfaces. Overall, the ADMACS provides an open system interface allowing future enhancements to be incorporated into the ADMACS baseline, including the processing of video and voice recognition, along with other audio data.

ISIS is an electronic data processing and display system that improves the timeliness and accuracy of AIR OPS information provided to decision-makers during shipboard flight operations. The ISIS employs existing and emerging technologies, interfacing with other shipboard tactical, navigational, and meteorological databases through the ADMACS. This enables rapid input, collection, processing, and distribution of relevant AIR OPS data and the display of this information to all Carrier Air Traffic Control Center (CATCC) work centers and to various locations throughout the ship. The system includes an emergency back-up capability for equipment supporting critical functions with a dedicated Uninterruptible Power Supply (UPS) to allow system operation in the event of power outages. The system also includes the capability for a workstation to operate autonomously. Other features include an electronic paperwork system to standardize and automate the preparation, distribution, and storage of official forms, reports, records, and logs.

2. Physical Description. The main components of this system are four Tactical Advanced Computer (TAC) servers, four network switches with Asynchronous Transfer Mode (ATM) and Ethernet interface, and a UPS. Primary work centers including AIR OPS, CCA, PRI FLY, and FDC will be configured as follows:

COMPONENT	QUANTITY			
	AIR OPS	CCA	PRI FLY	FDC
Large Screen Display	4	5	0	0

COMPONENT	QUANTITY			
	AIR OPS	CCA	PRI FLY	FDC
Executive Display	0	0	2	2
Operator Workstation	2	3	3	3
Printer	1	1	1	1

3. New Development Introduction. The ADMACS and ISIS are being installed through a retrofit program onboard existing CV and CVN ships. ADMACS and ISIS will be installed as new production equipment onboard future new construction CVN, LHA, and LHD type ships.

4. Significant Interfaces. ADMACS and ISIS interface with the ship's associated electrical power systems and integrate all component functions required to support flight operations. ADMACS is compatible with the Joint Maritime Command Information System.

5. New Features, Configurations, or Material. The ADMACS will use an ATM over a fiber optic backbone.

H. CONCEPTS

1. Operational Concept. For CV and CVN ships, ADMACS and ISIS will provide related data to AIR OPS, PRI-FLY, FDC, the Landing Signal Officer (LSO) Platform, and Squadron Ready Rooms, while an executive display will provide data to the bridge. For LHA and LHD ships, ADMACS and ISIS will provide related data to PRI-FLY, FDC, Hangar Deck Control, Tactical Air Control Center, Squadron Ready Rooms, and Debark Control. Manual input stations will require a variety of ratings from different divisions and branches to be manned during flight operations or special evolutions, as is done currently.

2. Maintenance Concept. Maintenance of the ADMACS and ISIS is performed at the organizational and depot level. Within the two-level maintenance concept, two groups of maintainers will be used. Maintenance of the ADMACS and ISIS hardware is accomplished by Electronic Technicians (ET) with Navy Enlisted Classification (NEC) 1678. Information Systems Technicians (IT) with NEC 2735 maintain the ADMACS and ISIS software.

a. Organizational

(1) Preventive Maintenance. Preventive maintenance consists of cleaning and system functional testing at specified intervals in accordance with procedures established by Maintenance Requirements Cards (MRC).

(2) Corrective Maintenance. Corrective maintenance consists of Built-In Test (BIT), fault isolation, and removal and replacement of failed modules.

b. Intermediate. Not Applicable (NA)

c. Depot. Depot level maintenance is performed by the original equipment manufacturer or an authorized repair station. Depot level maintenance consists of repair, rework, and overhaul of the replaceable assemblies that are beyond the repair capability of organizational level maintenance.

d. Interim Maintenance. NA

e. Life Cycle Maintenance Plan. ADMACS and ISIS will be reworked as required during ship overhaul periods with configuration requests and upgrades documented through the current ship's Maintenance Plan.

3. Manning Concept. No additional operator personnel will be required to support ADMACS and ISIS. Operator requirements for ADMACS and ISIS will be satisfied by personnel currently assigned operator (watch station) responsibilities for other existing systems. Maintainer requirements will be satisfied by existing ships' personnel in the ET and IT ratings.

4. Training Concept. All initial training for ADMACS and ISIS has been completed. Follow-on operator training for Air Traffic Controllers (AC) has been integrated into existing courses. Follow-on operator training for ADMACS and ISIS manual data input operators not within the AC rating, and follow-on maintenance training for ETs with NEC 1678 and ITs with NEC 2735 is being satisfied through On-the-Job Training (OJT).

a. Initial Training. Initial training to support TECHEVAL and OPEVAL has been completed. A CATCC instructor from Naval Air Technical Training Center (NATTC) Pensacola, Florida, served as part of the Fleet Project Team and requires no additional initial training.

b. Follow-on Training. Operator information for AC personnel has been incorporated into the following existing courses at NATTC Pensacola. AC training is identified in detail in the Carrier Air Traffic Control Center Direct Altitude and Identity Readout and Amphibious Air Traffic Control Center Direct Altitude and Identity Readout NTSP, E-30-8502B/A, approved March 2000, and therefore, will not be duplicated in this NTSP.

COURSE TITLE	CIN
Carrier Air Traffic Control Center Operations, Class C1	C-222-2012
Carrier Air Traffic Control Center Operations Fundamentals Course, Class F1	C-222-2014
Carrier Air Traffic Control Center Team Training, Class T1	C-222-2017

c. Student Profiles

SKILL IDENTIFIER	PREREQUISITE SKILL AND KNOWLEDGE REQUIREMENTS
AC 6902, 6903	C-222-2010, Air Traffic Controller

d. Training Pipelines. No new training pipelines, tracks, or courses will be required to support ADMACS.

I. ONBOARD (IN-SERVICE) TRAINING**1. Proficiency or Other Training Organic to the New Development**

a. Maintenance Training Improvement Program. NA

b. Aviation Maintenance Training Continuum System. NA

2. Personnel Qualification Standards. The following Naval Education and Training (NAVEDTRA) Personnel Qualification Standards (PQS) publications will require revisions to include applicable ADMACS information:

TITLE	NUMBER	MODEL MANAGER
Air Department MK 7 Arresting Gear	NAVEDTRA 43426-6C	Commander, Naval Air Force Atlantic (COMNAVAIRLANT)
Air Department Steam Catapults	NAVEDTRA 42426-5D	COMNAVAIRLANT
Aircraft Launch And Recovery Officer	NAVEDTRA 43443-A	COMNAVAIRLANT
Amphibious Air Traffic Control Center/Helicopter Direction Center	NAVEDTRA 43315-6B	Commander Tactical Group ONE
CV/CVN Air Traffic Control Center	NAVEDTRA 43496-6C/SA	COMNAVAIRLANT
CV/CVN Air Traffic Control Center	NAVEDTRA 43496-6C	COMNAVAIRLANT
Fresnel Lens	NAVEDTRA 43225-6B	Commander, Naval Air Force Pacific (COMNAVAIRPAC)

TITLE	NUMBER	MODEL MANAGER
Fresnel Lens	NAVEDTRA 43225-6B/SA	COMNAVAIRPAC
Integrated Launch and Recovery Television System	NAVEDTRA 43225-7B	COMNAVAIRPAC
Integrated Launch and Recovery Television System	NAVEDTRA 43225-7B/SA	COMNAVAIRPAC
Joint Maritime Command Information System Operator	NAVEDTRA 43555	Fleet Combat Training Center, Atlantic (FCTCLANT)
Joint Maritime Command Information System, Administrator	NAVEDTRA 43555-2	FCTCLANT
Joint Maritime Command Information System Watch Officer/Manager	NAVEDTRA 43555-1	FCTCLANT
Landing Signalman Enlisted	NAVEDTRA 43436-A	COMNAVAIRPAC
Steam Catapult/Arresting Gear Electrician	NAVEDTRA 43426-25B	COMNAVAIRLANT
Steam Catapult/Arresting Gear Electrician	NAVEDTRA 43426-25B/S	COMNAVAIRLANT
Tactical Air Control Center	NAVEDTRA 43472-A	Commander Amphibious Group THREE

3. Other Onboard or In-Service Training Packages. Training requirements for ADMACS and ISIS manual data input operators not within the AC rating are being satisfied through OJT. Follow-on maintenance training requirements for ETs with NEC 1678 and ITs with NEC 2735 are being satisfied through OJT.

J. LOGISTICS SUPPORT

1. Manufacturer and Contract Numbers. ADMACS and ISIS are being developed and integrated by NAVAIR Lakehurst using Government Off-The-Shelf (GOTS), Commercial Off-The-Shelf (COTS), and Non-Development Item (NDI) procurement.

2. Program Documentation. Program Documentation includes the following:

- The ADMACS Operational Requirements Document (ORD), 459-88-97, approved October 1997, includes the ISIS, MAPA-C, and VISUAL programs. No individual ORDs will be published for these programs.
- The ADMACS Initial Integrated Logistics Support Plan (ILSP), ILSP-82095001, approved October 1996.
- Maintenance Plans for ADMACS (MP M90097001) and ISIS (MP M84097002) are under development.

3. Technical Data Plan. NAVAIR Lakehurst has developed operator and maintenance manuals with illustrated parts breakdown for the ADMACS and ISIS.

4. Test Sets, Tools, and Test Equipment. No new test sets, tools, or test equipment will be required to support ADMACS and ISIS.

5. Repair Parts. Supply support is managed under the Primary Support Inventory Control Point (PSICP) concept. The PSICP will maintain land-based and shipboard allowance stock levels at Fleet Industrial Supply Centers (FISC) and fleet activities. Fleet users will requisition these items from FISC via military standard requisition and issue procedures. The Material Support Date (MSD) was achieved in June 2002.

6. Human Systems Integration. All new design systems and software should address the human-machine interface for operators, maintainers, and support personnel. The design processes should conform to best standard human engineering practices as defined in existing human factors engineering design standards. This system has no habitability impact. Manpower issues are covered in part II and III of this document. A human engineering effort has been integrated into the ADMACS program to develop and improve the man-machine interface to consolidate, simplify, and automate current inefficient manual functions and to achieve effectiveness of Human Performance during system operation and maintenance. The efforts for ADMACS and each of its components includes a Fleet Project Team composed of Fleet representatives for whom the equipment will support. This will provide direct feedback on the effectiveness of the equipment and how it will be used. The human engineering effort includes, but is not necessarily limited to, active participation in the following three major interrelated areas of system development: analysis, design and development, and test and evaluation. Any future development of CBT, CAI and ICW training material will be sharable content object reference model conformant and comply with the technical standards to run in the intended environment: classroom automated electronic classroom or learning resource center, Navy e-learning, AMTCS, or desktop (NMCI ashore or IT21 afloat). The ECP process, in accordance with NAVAIRINST 4130.1C, is utilized to initiate upgrades to operational and training systems and allows for inputs to the affect on the human and MPT. All new engineering change proposals for JSECST take into consideration the human-machine interface for Operators, Maintainers and Support Personnel. In its current state of design, ADMACS contains no explosive, radioactive, or carcinogenic materials. Toxic materials are present in small amounts and in forms that present no hazard during any phase of system ownership, including disposal. If the components were to be incinerated, limited amounts of corrosive vapors would be generated by the decomposition of wire insulation. This is common to all electronic equipment meeting

the requirements to operate in the specified environments. Environmental and Occupational Safety and Health requirements meet federal, state, and local standards, regulations, and directives and are enforced by respective agencies, as applicable.

K. SCHEDULES

1. Installation and Delivery Schedules

a. Aviation Data Management And Control System and Integrated Shipboard Information System. Funding for installations of ADMACS and ISIS is currently limited to CV and CVN ships. An installation schedule for ADMACS and ISIS aboard LHA and LHD ships will not be developed until funding becomes available. ADMACS and ISIS will not be installed aboard the USS Constellation (CV 64), due to scheduled decommissioning. Additionally, ADMACS and ISIS are not being installed at this time aboard USS Enterprise (CVN 65), USS John F. Kennedy (CV 67), and USS Carl Vinson (CVN 70). Installation aboard all other active aircraft carriers has been completed.

2. Ready For Operational Use Schedule. The ADMACS and ISIS are considered Ready For Operational Use (RFOU) upon completion of installation and system checkout.

3. Time Required to Install at Operational Sites. Approximately four months is required for equipment installation, check-out, and grooming.

4. Foreign Military Sales and Other Source Delivery Schedule. NA

5. Training Device and Technical Training Equipment Delivery Schedule. ISIS has been installed at NATTC Pensacola. No other Technical Training Equipment (TTE) or Training Devices (TD) are required.

L. GOVERNMENT-FURNISHED EQUIPMENT AND CONTRACTOR-FURNISHED EQUIPMENT TRAINING REQUIREMENTS. NA

M. RELATED NTSPs AND OTHER APPLICABLE DOCUMENTS

DOCUMENT OR NTSP TITLE	DOCUMENT OR NTSP NUMBER	PDA CODE	STATUS
Integrated Logistics Support Plan for the Integrated Shipboard Information System	ILSP-82094001	PMA251	Approved Apr 95
Acquisition Strategy for VISUAL	NA	PMA251	Approved Jun 97

DOCUMENT OR NTSP TITLE	DOCUMENT OR NTSP NUMBER	PDA CODE	STATUS
Detailed Plan of Action and Milestones, CVN Study Effort	NA	PMA251	May 98
Acquisition Logistics Support Plan for the Visual Imaging System for Approach and Landing	ALSP-A84097001	PMA251	Approved Dec 99
Virtual Imaging System for Approach and Landing Initial Navy Training System Plan	NA	PMA251	Initial Feb 00
Advanced Launch and Recovery Control System Initial Navy Training System Plan	NA	PMA251	Initial Sep 99
Aircraft Carrier Visual Landing Aids Systems Navy Training System Plan	A-50-9202B/D	PMA251	Draft Feb 03
Amphibious Assault Ship Visual Landing Aids Systems Navy Training System Plan	A-50-9203A/A	PMA251	Approved Jul 00
Air Capable Ship Visual Landing Aids Systems Navy Training System Plan	A-50-9205B/D	PMA251	Draft Jul 02

PART II - BILLET AND PERSONNEL REQUIREMENTS

The following elements are not affected by the ADMACS and, therefore, are not included in Part II of this NTSP:

II.A. Billet Requirements

- II.A.1.a. Operational and Fleet Support Activity Activation Schedule
- II.A.1.b. Billets Required for Operational and Fleet Support Activities
- II.A.1.c. Total Billets Required for Operational and Fleet Support Activities
- II.A.2.a. Operational and Fleet Support Activity Deactivation Schedule
- II.A.2.b. Billets to be Deleted in Operational and Fleet Support Activities
- II.A.2.c. Total Billets to be Deleted in Operational and Fleet Support Activities
- II.A.3. Training Activities Instructor and Support Billet Requirements
- II.A.4. Chargeable Student Billet Requirements
- II.A.5. Annual Incremental and Cumulative Billets

II.B. Personnel Requirements

- II.B.1. Annual Training Input Requirements

PART III - TRAINING REQUIREMENTS

The following elements are not affected by the ADMACS and, therefore, are not included in Part III of this NTSP:

III.A.1. Initial Training Requirements

III.A.2. Follow-on Training

III.A.2.a. Existing Courses

III.A.2.b. Planned Courses

III.A.2.c. Unique Courses

III.A.3. Existing Training Phased Out

PART IV - TRAINING LOGISTICS SUPPORT REQUIREMENTS

The following elements are not affected by the ADMACS and, therefore, are not included in Part IV of this NTSP:

IV.A. Training Hardware

IV.A.1. TTE / GPTE / SPTE / ST / GPETE / SPETE

IV.A.2. Training Devices

IV.B.1. Training Services

IV.B.2. Curricula Materials and Training Aids

IV.B.3. Technical Manuals

IV.C. Facility Requirements

IV.C.1. Facility Requirements Summary (Space/Support) by Activity

IV.C.2. Facility Requirements Detailed by Activity and Course

IV.C.3. Facility Project Summary by Program

PART V - MPT MILESTONES

COG CODE	MPT MILESTONES	DATE	STATUS
PDA	Completed Advanced Development Model for ISIS	FY97	Completed
PDA	Completed ADMACS and ISIS OPEVAL	FY98	Completed
TSA	Developed ADMACS Initial NTSP	Jun 99	Completed
TSA	Developed VISUAL Initial NTSP	Feb 00	Completed
PDA	Achieved ADMACS Milestone III Approval	FY00	Completed
TSA	Developed ADMACS Draft NTSP	Nov 00	Completed
TSA	Distributed ADMACS Draft NTSP for Review	Jan 01	Completed
TSA	Conducted NTSP Conference	Nov 01	Completed
TSA	Updated ADMACS Draft NTSP	Nov 01	Completed
TSA	Forwarded ADMACS Proposed NTSP to OPNAV	Feb 02	Completed
TSA	Submitted Approval NTSP	Mar 02	Completed
PDA	Completed ADMACS and ISIS Fleet CV and CVN Installations	FY02	Completed
TSA	Developed Draft NTSP (Update)	Jun 03	Completed
PDA	Begin Integration of Block 1 Systems	FY03	Pending
PDA	Begin Integration of Block 2 Systems	TBD	Pending



PART VI - DECISION ITEMS / ACTION REQUIRED

DECISION ITEM OR ACTION REQUIRED	COMMAND ACTION	DUE DATE	STATUS
No Decision Items or Actions pending			



PART VII - POINTS OF CONTACT

NAME / FUNCTION / ACTIVITY, CODE / INTERNET EMAIL

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